

# Classic and Competition Car

February 2016 Issue 65



Dave Wilcox Memorial Trial 2015



HRCR Open Day



Vintage Stony



British Motor Museum  
The Collections centre



Performance Car Show



Autosport International  
Live Action Arena.

# Contents

Page 3 News.

Page 10 Archive Photo of the Month.

Page 11 Vintage Stony New Years Day.

Page 18 Brough Superior.

Page 19 HRCR Open Day, Gaydon.

Page 24 Dave Wilcox Memorial Trial 2015.

Page 30 Autosport International - The racing Car Show.

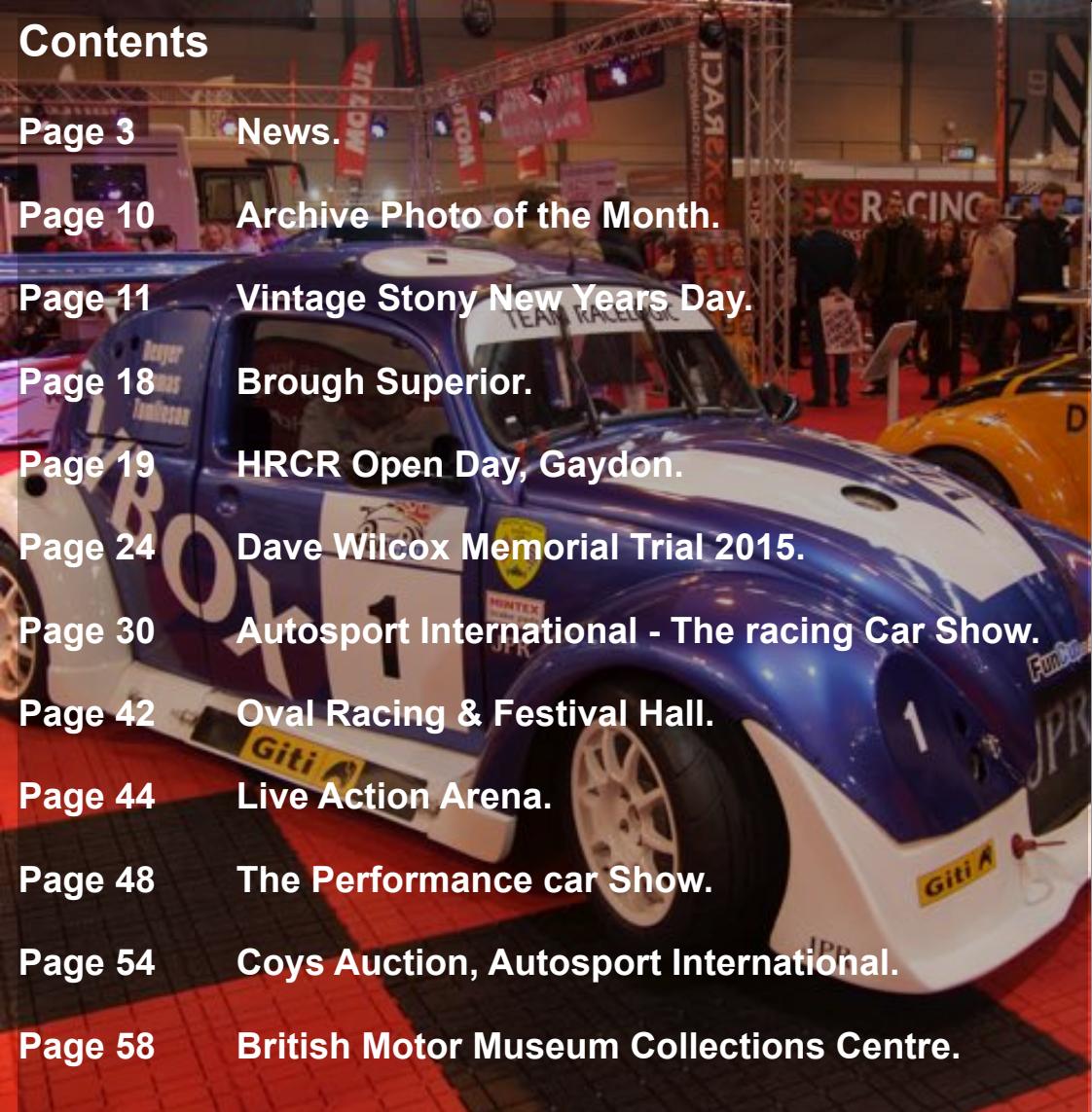
Page 42 Oval Racing & Festival Hall.

Page 44 Live Action Arena.

Page 48 The Performance car Show.

Page 54 Coys Auction, Autosport International.

Page 58 British Motor Museum Collections Centre.



Check out our new updated WEB site at [www.classicandcompetitioncar.com](http://www.classicandcompetitioncar.com) regularly for additional photo galleries, wall papers and other additional content and join our Facebook Group [Classic and Competition Car](#).

Classic and Competition Car is published by [simonwrightphotos.com](http://simonwrightphotos.com) High View Drive, Kingswinford, West Midlands DY6 8HT  
E-mail [simonwright57@hotmail.com](mailto:simonwright57@hotmail.com)  
Tel 07905 435973

**Simon Wright - Editor.**  
Simon has been photographing and reporting on motor races for many years. Served an engineering apprenticeship many years ago. Big fan of the Porsche 917.



**Janet Wright.**  
Janet has been taking photographs for many years, and is also very skilled in video. She likes Aston Martins.



**Pete Austin.**

Pete is the man for Historic racing, with an extensive archive of black and white images covering the last few decades of motorsport in Britain. Very keen on BRM.



**Mick Herring.**

Mick's first love is GT racing, including Historic, especially the Lola T70. Has an extensive knowledge of all things GT.



**Lucy Owen-Moczadlo.**

Lucy runs Jucy Rally Photography and joins us to expand our rally coverage. She loves anything to do with Subarus and even tries her hand at a bit of autotesting.



**Syd Wall.**

Syd runs Rally Photography and covers Rallying, Drag Racing and all things American.



**David Goose**

David runs Motorsport-Imagery web site with Stuart and covers GT, Touring Cars and the odd Rally and Classic car event.



**Stuart Yates**

Stuart runs motorsport-imagery web site with David. Covers GT, Touring Cars and Classic car events.



As well as this magazine, you can follow us on Twitter [@classcompcar](#) and join our Facebook Group [Classic and Competition Car](#).



Front Cover. Mercedes Hot Rod racing in the Live Action Arena at Autosport International © Syd Wall 2016

All content is copyright classicandcompetitioncar.com unless otherwise stated. All photographs are copyright and cannot be used for commercial purposes unless by prior approval of the original copyright holder. We try to ensure accurate and truthful reporting but if you spot an error, please contact us and we will verify and correct accordingly. We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.

To Subscribe for free and be notified when the next issue is published please [click here](#). To check out our web site with additional photos please [click here](#)

Editorial.

Well the first of this years big shows is over and the Autosport International proved to be another sell out success at the NEC, near Birmingham. The show was the usual mix of action, fantastic car displays, new team announcements and glamour. The current F1 grid was lacking some cars, but the Williams display from their heritage collection was fantastic and next to them were Classic Team Lotus who had the Lotus 56 Gas Turbine GP car on display along with a Lotus 49 in Gold Leaf team Lotus colours and a JPS Lotus 91. Add the JPS Lotus 72 and the Surtees TS9B that James Hunt raced once on the Silverstone Classic display and the Marlboro McLaren M26 on the HSCC stand and you had quite a cross section of modern British Formula 1 history all in one place.



© Simon Wright



## Newey moves to F3 in 2016

Harrison Newey, son of Formula 1 design maestro Adrian Newey has confirmed his step up from the BRDC F4 series to the FIA European Formula 3 series in 2016 with Van Amersfoort Racing.

Harrison was 2nd in last years F4 series behind champion Will Palmer, claiming two wins and 12 podium finishes in his first season of single seater racing.

He is joining Callum Llott and Pedro Piquet at the Van Amersfoort team for the 2016 season. He already has experience with the team after competing with them in Germany last year in the ADAC F4 series and having already done a Formula 3 test with them. Harrison is highly motivated to race in one of the Worlds most competitive single seater series and he is looking forward to learning new skills and experience with both a new car and new circuits to challenge him.

The team are delighted to welcome him, as they have already experienced his strong work ethic, which he demonstrated last season. To succeed in Formula 3 requires hard work and determination and Harrison has already displayed these attributes to his new team.

### Bas Leinders joins McLaren GT.

Ahead of a busy 2016 season, McLaren GT has appointed Belgian former racing driver Bas Leinders as its Sporting Manager. With confirmation of several new McLaren GT Customer teams for the 2016 season, which will strengthen the GT3 grids around the World, Leinders brings with him valuable experience to the teams on the pitwall. He will work with customer teams to further optimise the potential of the McLaren 650S GT3.

The 40 year old has enjoyed a successful GT and single seater career, which included winning the German F3 series in 1998 before joining the McLaren Junior team alongside Nick Heffeld, where he had a role of Formula 1 test and reserve driver. His move to GT racing saw back to back championships in the FIA GT G2 Championship between 2006 and 2008. He has also enjoyed success from the pitwall in the competitive Blancpain Endurance series which included a victory in the 24 Hours of Spa in 2015.



News

Race Retro celebrates the life of Henri Toivonen. Finnish rally driver Henri Toivonen will be remembered at this years Race Retro, which will be held at Stoneleigh Park, Warwickshire from Friday 26th to Sunday 28th February 2016. Henri Toivonen lost his life along with co-driver Sergio Cresto in a Lancia Delta S4 on the 2nd

May 1986.

There will be a display of ex-Toivonen cars which will include the 1979 Ford Escort RS1800 (Mk2) which Toivonen drove in the Lombard RAC Rally before retiring with clutch problems on stage 30. There will be a Talbot Sunbeam which Toivonen took to victory in the 1980 Lombard RAC Rally and a Rothmans Opel Ascona he campaigned during the 1982-83 seasons.

Son of 1968 European Rally Champion Paul Toivonen, Henri started racing in Karts and then switched to circuit racing before switching to Rallying. In 1975 he made his World Rally Championship debut as a privateer in the Rally of 1000 lakes, two days after his 19th birthday, driving a Simca Rallye 2. He retired with a broken sump. Two years later he came 5th overall in the same event at the wheel of a Chrysler Avenger. In 1978 he drove for Citroen in two WRC events driving a Citroen CX 2400. After some strong performances in



1979 driving the PCA Motorsports Ford Escort RS1800 with Phil Boland, he was signed up by the Talbot works team and paired with Paul White and they won the 1980 Lombard RAC Rally in a Talbot Sunbeam. For more information, ticket prices and booking details see [www.raceretro.com](http://www.raceretro.com)



### Praga R1

Czechoslovakia's first GT racing car in modern times, The Praga R1 was seen at the recent Autosport International, the Racing Car Show. The first car was built in 2012 and started racing in 2013 in the Supercar Challenge Superlights in a separate sub class just for the Praga R1. The first race was at the Slovakia Ring and due to a problem with wheel delivery from Spain, only 3 of the cars took the start. Local driver Stefan Rosina won the first race in the Praga. In 2014 the Praga took part again in the Supercar Challenge series at the Menzo 24 hours at Zolder, it was classified 3rd in class with drivers Ronald van Loon, Nol Kohler, Barry van Elk and Carlo Kuijper. The car is powered by a 1998cc Renault F4R 832 engine.



© Stefan Marjoram.com

## Brooklands record breaker to run at Chateau Impney Hill Climb.

A recreation of J.G. Parry-Thomas' record breaking Leyland-Thomas will make its competition debut at the Chateau Impney hill climb in July. David Haywood spent 25 years recreating the car, using as many original parts as possible. This included the 7.3 litre engine that Parry-Thomas used to break several world speed records in the 1920s. When David started the project in 1992 after acquiring the engine, still mounted in a frame that included part of the car's chassis and original ID number, from an auction from the Museum of Motive Power in Lytham, he had not realised the significance of the engine. J.G. Parry-Thomas was chief engineer at Leyland Motors in 1917 and had to build a car to compete against Rolls Royce. His car was the 1920 Leyland Eight, the first British car with a straight eight engine and dubbed the 'Lion of Olympia' but it was £400 more expensive than the nearest Rolls Royce and was a failure, with only 18 cars built. In 1922 Parry-Thomas took the car to Brooklands and in his first season had several top three places.

When he left Leyland on good terms, he took several complete Leyland Eight chassis and a collection of spare parts with him, to move to Brooklands to develop cars for competition. In 1922 Parry-Thomas broke 16 World Speed records, including the Standing quarter and the running quarter mile, the standing and running half mile with the Leyland-Thomas. After the death of Count Louis Zborowski during the 1924 Italian Grand Prix at Monza, Parry-Thomas bought the 27 litre Higham Special and rebuilt it loosely based on the Leyland-Thomas design and named it Babs. He set a new land speed record in April 1926 at Pendine Sands in Wales, but was killed the following year when he returned in March 1927 to attempt to retake the record from Malcolm Campbell.



The New British Motor Museum re-opens to the public on Saturday 13th February following a £1.1 million refurbishment to the former Heritage Motor Centre at Gaydon.

The new museum will be visually more exciting with an immersive display of the British motoring history.

Also opening on the 13th February is the new

Collections Centre, allowing the public access to an extra 250 cars from the reserve collection of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. See our preview of the new Collections centre on page 58 of this issue.

The museum will be officially opened by Managing Director, Julie Tew at 10am on the 13th February 2016 with a live broadcast from Touch FM, and visitors are encouraged to come along early to join in the celebrations. The museum re-opens in time for school half term and has a packed programme of family events and tours which kick off with "Build a British Car Week" from the 13th to the 21st February. Children can test their knowledge with the 'Family Story' trail and can join one of the free workshops in the Lego Education Innovation Studio where they can build British cars from Lego bricks. The Children's workshops are as follows:

**How Cool is your British car** 13th - 14th Build a car in the studio and see where it is placed on the cool wall. **Technic Workshops** 15th - 18th design, build and test their own cars using Lego technics and become an engineering apprentice for the day. **Build a balloon powered car** 19th see how far their Lego brick sports car can travel. **Build a rubber band powered car** 20th Power the Lego brick car with a rubber band and beat the current British Motor Museum record. The final workshop is on the 21st February and is the **25 Brick challenge** where children attempt to build a car with just 25 Lego bricks and four wheels. All workshops run from 10 am to 3pm. Tours of both the museum and the Collections Centre will be available daily and can be booked at no extra cost. The family workshops are also free of charge. Normal Museum entry fees apply: Adults £14, Children £9 (5-16 years), under 5's free. Concessions £12 and a family ticket £39 (2 adults and up to 3 children) See [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk) for further details.





## Last of the current series Land Rover Defenders is built in Solihull.

There were celebrations for workers and former workers of Land Rover on the 29th January 2016 as they celebrated the last of the current series of Defenders rolling off the production line at Solihull. The Legendary Series Land Rover and Defender have been built continuously in Solihull for 68 years. Land Rover have announced a new Heritage Restoration programme to restore classic series vehicles and Defenders, which will be based on the site of the existing Solihull production line.. A team of experts will oversee the restoration of Series Land Rovers sourced from all around the World. The first of these vehicles will go on sale in July 2016. The last of the current Defender models embraces the vehicles simplicity, honesty and charm, it represents its Series Land Rover heritage. The last model was a Land Rover Defender 90 Heritage Soft top. More than 2,000,000 Series Land Rovers and Defenders have been built at Solihull since 1948. The first Land Rover sold for £450 and was powered by a 1.6 litre 4 cylinder engine producing 50 bhp, while in 2015, the two millionth Land Rover Defender sold for £400,000. The final model will be housed in the Jaguar Land Rover Collection.

## Charlie Robertson Signs Five Year Ginetta Deal.

By Mick Herring.

Following hot on the heals of the G57 launch at the Autosport International Show, Ginetta chairman, Lawrence Tomlinson announced the latest driver to join the works team. Charlie Robertson has signed a five year deal to join factory driver Mike Simpson and Lawrence Tomlinson in the works LMP3 car and other categories in 2016, whilst the pair will continue development of the G57.

Having been a part of the Ginetta family since 2012, winning the Ginetta Junior Championship that year and taking the 2014 Michelin Ginetta GT4 SuperCup Championship virtually unchallenged.

The pinnacle of his success to date he would make racing history alongside Olympic cycling hero Sir Chris Hoy when they took their Team LNT Ginetta-Nissan to a class victory in the inaugural European Le Mans LMP3 class.





© John Retter

### **Motor Racing Legends extends entry criteria for HTCC.**

The grid for the Historic Touring Car Championship has been extended to include Group A cars right up to December 1990, to cover normally aspirated and turbo-charged cars up to 1600cc. The HTCC is entering its sixth season in 2016 and has traditionally filled grids with cars from British and European Touring Car Championships from 1966 to 1985. The Group 1, Group 2 and Group A eras have included a mixture of Ford Capri, Triumph Dolomite Sprints and Rover Vitesse's and now with the grid extension it should also include cars such as the BMW M3, Toyota Corolla and Vauxhall Astra GTEs.

The first race this year will be at the Donington Historic Festival (April 30-May 2) followed by a race at the Silverstone Classic (July 29-31), another at the Spa during the Six Hour Endurance weekend (Sept 16-18) and finally at Portimao for the Algarve Classic Festival (Oct 28-30) For further information visit [www.motorracinglegends.com](http://www.motorracinglegends.com)

**Opel/Vauxhall best European sales since 2011.**  
With more than 1.1 million vehicles sold in 2015, Opel/Vauxhall achieved a 3.3% increase over 2014 figures. It is the company's highest sales and market share in 4 years. They have already taken over 80,000 orders for the new Astra model across Europe even after a strategic retreat from the Russian market.



### **British Rally Championship back on TV.**

Channel 4 and BT Sport will return the MSA British Rally Championship to terrestrial TV this year. Channel 4 have concluded a deal to cover all seven rounds, beginning in March. Produced by Worcestershire based Hayfisher Productions, each BRC round will get a half



© Janet Wright

hour slot on Channel 4 as part of the channel's weekend morning sports programme, with a repeat later in the week. BT Sports viewers will enjoy a longer 60 minute programme.



## ERA HOLDS MEMORIAL SERVICE FOR FOUNDER PHILIP YOUNG

The Endurance Rally Association (ERA) will host a memorial service for its founder Philip Young at Brooklands Motor Museum on Wednesday 9 March, almost a year to the day after his death.

A prolific ambassador of the historic rally movement, Philip was a larger-than-life character who pushed motorsport boundaries, organising marathon and endurance rallies all over the globe. A founder of the Historic Rally Car Register, Philip set a world record for driving from Cape Town to London in ten-and-a-half days, and is best known for one of his greatest achievements – the revival of the Peking to Paris Motor Challenge, one of the world's most epic motoring adventures. His final milestone was gaining permission for 70 rally crews to be the first to cross the land border from Thailand into Burma.

Philip died in hospital in Bangkok on Wednesday 11<sup>th</sup> March 2015 following complications arising from a motorcycle accident in Burma. He was 66 years old. Rally Director Fred Gallagher said: "We are planning for this to be true celebration of an amazing man, a happy occasion with words, video footage and pictures to lighten the mood and to make sure that we all remember Philip as the incredible life force and innovator that he was."

The celebration is open to all, friends and colleagues, past and present but numbers have to be restricted and entry will be by invitation only, so anyone wishing to attend, should email [nikki@endurorally.com](mailto:nikki@endurorally.com) as entry to the venue on the day will be strictly by ticket only.

The ERA has also asked attendees with Pioneer, Vintage, Classic or Endurance Rally cars to bring them to Brooklands as it intends to display some of the cars in the paddock.



© Simon Wright

## Donington Historic Festival celebrates 80 years of motorsport.

The May Day Bank Holiday weekend will see racing action at Donington Park with cars from the 1920s right through to the 1990s take to the track during the Donington Historic Festival (DHF). The 17 race program will include Grand Prix cars, Single seater racing cars, Le Mans Prototypes, GT cars, Sports cars and Touring cars, while Rally cars and Karts will be doing demonstrations on the Melbourne loop behind the paddock. Donington will celebrate the 80th anniversary of Richard Seaman and Hans Ruesch's victory in the 1936 Donington Park Grand Prix with the Festival running the HGPCA Nuvolari Trophy race with a field of classic Grand Prix cars up to the 1950s. New for 2016 is a round of the Pre-80 Endurance Series, a mix of Sports Racing, GT and Touring cars from the 1960s and 70s such as the Porsche 935, Lola t282, Chevron b26 and B19, Porsche Carrera and Morgan Plus 8. For more information visit [www.doningtonhistoric.com](http://www.doningtonhistoric.com)

### Classic and Competition Car Facebook Group

We now have a Facebook Group - Classic and Competition Car - where you can join and keep up to date with additional Photographs, postings, and extra event photo galleries.

Please feel free to add personal postings and your own photos.

## Caterham Seven 620S hits the roads.

The Seven 620S is the road going version of the 620R and includes comforts such as a full windscreen, hood and side screens and leather seats. It can also be specified with the wide-bodied S5 chassis as an option costing £2,500. The S5 is wider and longer than the standard S3 chassis, offering more cabin and luggage space and a larger fuel tank. With an all in weight of 610 kg, the car will do 0-60 mph in just 3.44 seconds, with a top speed of 145 mph. The 620S is priced at £44,950 including VAT, fully built, with the 2 litre supercharged Ford Duratec engine which produces 310 bhp. The road going S is equipped with a 5 speed manual gearbox and features Caterham's normal minimalistic approach with the carbon fibre interior and dashboard to help save weight, but does include luxuries like a heater. An optional extra is heated carbon seats for an extra £995.

For more information or to order go to [www.caterham.co.uk](http://www.caterham.co.uk).



### Former Champion Bushell returns to Clio Cup for 2016.

Twenty six year old Tunbridge Wells racer Mike Bushell, who competed in the 2015 Dunlop British Touring Car Championship at the wheel of the AMD Ford Focus, is to return to the Renault UK Clio Cup for the 2016 season. He is rejoining Team Pyro for whom he won the championship in 2014. With the chance of a top line drive in the BTCC being limited this year, Mike has made the choice to return to the UK Clio Cup. He will continue to race in front of his many fans as all 18 races in the UK Clio Cup take place supporting the BTCC events, and all his races will be shown on ITV4.

A bad crash in 2015 set back his efforts in the BTCC and had a knock on effect for this year, so Mike decided to regroup and take a step backwards before looking at Touring Cars again. He feels that the UK Clio Cup is the ideal place to keep his name on people radar, the racing is on a level playing field and the cars are so much fun to drive.

# Archive Photo of the month.

By Pete Austin.

At last months Autosport International an area was devoted to a display of cars from the Williams Heritage collection. This months archive image shows Alan Jones in a Williams FW07B Cosworth winning the 1980 British Grand Prix at Brands Hatch. He went on to win the drivers Championship that year with Williams taking the constructors title.



© Pete Austin

# Vintage Stony 1st January 2016.

Stony Stratford  
By Simon & Janet Wright.

Vintage Stony



Vintage & Classic  
Vehicle Festival

Stony Stratford

NEW YEAR'S DAY

10.30am - 2.00pm

[www.vintagestony.co.uk](http://www.vintagestony.co.uk)

Event in Aid of Willen Hospice. This sign will be removed within 48 hours of the event.



© Simon Wright



1970 Ford Corsair 2000E part of the Classic High Street display

was designated for Pre-War cars, while the High Street and Shopper car parks were for Post War cars. The event attracts thousands of people and by mid morning the Market Place was full of vintage cars with large crowds of people milling around the vehicles. On the edge of the Market Square was an area for Classic and Vintage motorcycles. The range of vehicles was amazing. The oldest car on display was a 1902 Oldsmobile Curved Dash, officially classified as the Worlds first mass produced automobile built on an assembly line from

Stony Stratford is an ancient coaching town situated on the old Roman road Watling Street, located near Milton Keynes in the UK. On New Years day, Stony Stratford is also the venue of Vintage Stony, one of the largest Classic car meetings in the country to celebrate the start of 2016. The weather was kind again this year, being dry but overcast, with a chilly wind. Several hundred cars descend on to the town centre, which was closed to normal traffic.

### The Market Square



© Janet Wright

1932 Morris Major

interchangeable parts. It originally sold for \$650 and at the time was cheaper than the comparative Ford Model C (Known as the Doctors car). It is powered by a flat mounted water cooled single cylinder engine situated in the centre of the vehicle. It produces a massive 5 hp and has a semi-automatic transmission system with two forward speeds and one reverse. It uses a tiller arm for steering instead of a steering wheel, which includes a bicycle bell to warn pedestrians of its approach. It has a top speed of 20 mph. Between 1901 and 1907 around 19,000 rolled off the production line. Hidden amongst the usual vintage cars on display were a pair of Brough Superior motor cars. (see Page XX for details of the other car).



1902 Oldsmobile Curved Dash

The special and unusual continued to astound in the Vintage car area. The highlight for many in the Market square was the appearance of an ERA E Type GP1 racing car. Built in 1938, it was an advance in design from the previous upright ERA Grand Prix cars and designer Peter Berthon took his



1935 Singer Nine Le Mans



1925 Alvis SC 12/50  
Open Tourer



1936 Ford Model CX



1914 10.5 litre Fafnir Aero engined racer



1921 GN



1928 2.5 litre Delage DR70



1934 Bedford ASYC 8 cwt van  
Classic and Competition car February 2016



1911 Krit Roadster with a 1917 9.4 litre V8 Curtiss Aero engine



Vintage and classic motorcycle display



1938 ERA GP1 racing car

against the German and Italian cars and withdrawn from the race after practice. Its aerodynamic shape made it quick in a straight line, but an overly complex steering system made the handling unpredictable. It was entered for the French Grand Prix at Reims but again was withdrawn before the race due to technical problems. It finally made its race debut at Albi, driven by Arthur Dobson, and led the race until it crashed out and retired engulfed in flames, destroying the original chassis. The second World war then put an end to its career. After the war a second E-Type was built but it never achieved any notable results.

Among the other vintage cars from Riley, Ford, Bentley, MG,

inspiration from the dominant Mercedes W154 of the period. The aluminium body looked like a mini W154 fitted to a tubular chassis and the DeDion rear axle was almost identical to the Mercedes. The front suspension was trailing links and transverse torsion bars. The 1.5 litre, supercharged straight six engined car made its debut at the International Trophy race at Brooklands in the Voiturette class, but was uncompetitive

Austin, Morris, Morgan, and Hillman, there was another special, a 1932 Citroen C4G 'Big Twelve' which was built in the Slough factory and is believed to be one of only two surviving cars. The Slogh deluxe line models had wire wheels, leather trim and a sun roof. The 1767cc Straight 4 engine developed 32 bhp and was able to go 60 mph at top speed through a 3 speed manual gearbox. It is thought that over 30,000 were built in four variations, including 4 door 7 seats, 4 door 4 seats, Coupe 2 door 2 and Cabriolet 2 door 2 seats.

Moving in to the High Street at Stony



1932 Citroen C4G Big Twelve



1956 Chevrolet 210

Stratford was like travelling forward in time by about 3 decades, with classic vehicles starting from around the 1950s parked up both sides of the road. There was a classic Foden Diesel vehicle recovery truck parked at the entrance to the High Street, which hopefully was not needed, as it looked like it was due to be restored itself.



1971 Opel Commodore GS/E

There was an interesting selection of cars on display, with the usual Mini, MGB and various Ford models on show. There was also a large selection of American muscle cars scattered all

along the roadside. A beautiful two tone white and blue 1956 Chevrolet 210 was probably the oldest American car on the road, while the biggest and most spectacular looking was the 1960 Oldsmobile 88 Super which highlighted the American obsession with fins and chrome in the late 1950s. The British Ford Zodiac



1960 Oldsmobile 88 Super

parked next to it, looked small by comparison! The typical American pony car, the Ford Mustang was well represented, including a couple of the Mach 1 fastback models, which really do look fast and aggressive, European cars were also well represented with some more unusual models from Lancia, Fiat, Alfa Romeo, Mercedes and Opel, as well as Vauxhall, Rover, Hillman and British Leyland. There were even a few older Japanese cars, including a Beefy sounding Nissan Skyline. The completely free event for the public was a great way to



1973 Ford Mustang Mach 1



1974 Droop Snoot Vauxhall Firenza

© Simon Wright

open 2016 as we look forward to another 12 months of motoring adventure and enjoyment.



1960 Hillman Minx convertible

The 1928 Willy Whippet Overland 96, complete with wooden wheels, was tucked away at the back of the Market Place, near the Church. Originally built in Ohio, USA, the whippet really replaced the Overland, but early models were referred to as Overland-Whippet. The car was introduced with a refined, advanced 2.2 litre 4 cylinder water cooled engine which beat the performance of the Ford engine of the time in the Model T, and also proved to be more durable and reliable. The prices ranged from \$525 up to \$850 and in 1928 the Whippet was the third best selling car in America.



© Simon Wright



© Janet Wright



## 1965 Lancia Fulvia Series 1 Berlina 2C



## 1970 Plymouth Duster 340



1972 Nissan Skyline GT-R



1948 Bristol 400



## Saab 96 V4 Rally car



## Wartberg estate car



## MG Y Saloon



1963 Standard Vanguard pickup truck Page 17

## Brough Superior

© Simon Wright



Better known as a motorcycle manufacturer from Nottingham, they only built a total of 85 cars between 1935 and 1939. They were powered by Hudson engines and were built on a Hudson chassis. Three models were made, but only two were ever produced. There were two Brough Superior cars at Stony Stratford on New Years day. One of the cars at Stony was a 1935 4 seater Brough Superior Drop Head Coupe, Registration No BYL 131. It is powered by a 4168cc straight 8 cylinder side valve Hudson engine which develops 125 BHP. The aluminium body with steel wings was manufactured by W.C. Atcherley of Birmingham fitted to the Hudson chassis.



© Simon Wright



© Janet Wright

The car was purchased in 1935 by George McKay and after the war it was used regularly to tour Switzerland and Sweden. In the 1950's Mr McKay lent the car to a friend who just kept it in a damp garage where it deteriorated. In the 1970s Mr McKay's son in law James Chilton restored the car and was given the vehicle when restoration was completed. After just 800 miles, the car was loaned to the Wollaton Park Industrial museum in 1983. The current owner purchased the car in 2007 and re-commissioned it and returned it to road use where it again is being used for holidays to Southern France and the Alps.



© Janet Wright

## Historic Rally Car Register (HRCR) Open Day.

Saturday 16th January 2016. British Motor Museum, Gaydon.  
By Pete Austin, with additional photos by Simon & Janet Wright.



Mini Cooper, Jaguar Mk 2 and Ford Cortina - 1960s Rallying at its best.



HRCR Lineup

### Historic Rally Car Register Open Day, January 16<sup>th</sup> 2016

Despite the fact that the British Motor Museum at Gaydon was still undergoing refurbishment prior to its reopening to the public on February 13<sup>th</sup> the Historic Rally Car Register were still able to hold their annual Open Day at this venue on January 16<sup>th</sup>.

This years event looked back on the controversy created in 1966 when Timo Makinen led a Mini one, two, three at that years Monte Carlo Rally only to be excluded from the

results (together with the cars of Rauno Aaltonen and Paddy Hopkirk) for a technical head lamp infringement allowing the Citroen of Pauli Toivonen to win. Other British entries were also excluded from the results. This followed Mini wins in 1964 and 1965. However in 1967 the



VW Beetle



Austin Healey 3000 MkII



Triumph Vitesse

© Janet Wright



AMC AMX Peking to Paris



© Pete Austin

Mini Cooper S 'The Orange Box'  
Classic and Competition car February 2016



© Simon Wright

Triumph 2500 Mk2



Porsche pair



Morris Mini Cooper S 1965 Monte Carlo

status quo was resumed when the Mini of Rauno Aaltonen and Henri Liddon gave the marque another win.

Appropriately enough, on display outside one of the halls was the British Motor Museum's Mini Cooper (AJB 44B) which won the 1965 Monte Carlo Rally in the hands of Timo Mäkinen and Paul Easter. More Minis were very much in evidence in the displays both inside and outside the building including the 'Orange Box' example of Steve Entwistle which won the 2015 HRCR

© Pete Austin  
Clubmans Historic Road Rally Championship  
Other marques were not forgotten including examples of

© Janet Wright



Citroen DS



© Simon Wright  
Rootes Imps, Hillman Avenger, Lotus Elan, the diminutive Cox GTM and a glorious Austin Healey 3000. Jim Valentine and Jonathan Lodge had also brought along their 1968 AMC AMX which they have entered in this years Peking to Paris Rally. Inside the organisers from around the British Isles were advertising a variety of events from Scenic Tours to Historic Stage Rallying. Further details can be obtained from [hrcr.co.uk](http://hrcr.co.uk)



Hillman Avenger 1800



Cox GTM



Porsche 911



Paddy Hopkirk



Lotus



Imp pair

# Dave Wilcox Memorial Trial 2015

By David Goose - Motorsport-Imagery.



David Johnson - 1928 Austin 7 Joint Class winner

even for most experienced of the drivers.

Although the event is organised by the enthusiastic Pre War Austin Seven Club, this event, run in memory of the very popular and sadly missed Austin Seven fanatic Dave Wilcox, is open to competitors in other marques from the era, including Ford, Riley, MG and Morris. All of the cars date from 1927 to 1937 and despite the stress placed on the 80 to 90 year old cars, only 1 car that started the event didn't complete it. Remarkable



Overall winner David Golightly - 1927 Ford Model T Morton & Brett

After eleven visits to Butts Quarry in Ashover for the annual trial, the Pre War Austin Seven Club was forced to change venue for their 2015 event. After the late cancellation of the Butts Quarry Trial in 2014 due to the snowy weather, the 2015 event was held near Eaton in Leicestershire in glorious sunny weather. The wet wintry conditions through December did have a part to play, the wet ground in the valley did lead to the cancellation of a couple of hills which proved too difficult



Stuart Gosling - 1937 Austin 7 Special



Ron Bailey and Dennis Bingham - 1927 Austin 7



Chris Hudson - 1930 Austin 7



General scene in the hill assembly area



Donald Skelton 1930 Austin 7



David Johnson - 1928 Austin 7



Jonathan Storer - 1928 Austin 7



Matt Johnston - 1928 Austin 7



Stuart Gosling - 1937 Austin 7 Special



Bruce Robinson - 1932 Austin 7



Dr Rachel Bolton-King - 1936 MG

considering there were 34 cars entered and of these, 11 cars ran the event twice, with both entrants in a single car taking their opportunity to drive the hills. It was regular top 5 finisher on the event, David Golightly in his 1927 Ford Model T 3300cc Morton & Brett that took the win on the day. All drivers are required as part of the rules to carry at least one passenger who helps to not only navigate the route up the hill, but also acts as

"bouncer" to jump up and down in the car when the wheels lose traction. In his quest for victory David was

Peter Batty - 1934 Austin 7 assisted as usual on the "Dave Wilcox" by Carla Smith. Top Lady finisher was Hannah Mycock in a 1929 Riley 9 ably assisted by Kraig Mycock. Four Austin 7's finished in joint

overall second place with Ian Webb ( 1931 Austin 7 Ulster Rep), Stuart Gosling (1937 Austin 7 Special) , Matt Johnston ( 1928 Austin 7 Special) and Donald Skelton (1930 Austin 7 Special) sharing the points honours. As



Top Lady finisher - Hannah Mycock - 1929 Riley 9



Peter Batty - 1934 Austin 7



Ron Burkett - 1929 Ford Model A



Ian Webb - 1931 Austin 7

© Motorsport-imagery



Cressida de Little - 1929 Austin 7

© Motorsport-imagery

always, a chance to give these hard working old cars a bit of fresh air between Christmas and New Year, a great opportunity

© Motorsport-imagery

for the competitors to have not only a “social” with their friends, but also give the cars a good shake-down before the 2016 season starts.



George Weatherall Austin 7



Caroline Gilchrist - 1928 Ford Model A

## Autosport International - The Racing Car Show.

The National Exhibition Centre, Birmingham. 14th-17th January 2016.

By Simon & Janet Wright with additional information by Mick Herring, Syd Wall plus  
Stuart Yates and David Goose (Motorsport Imagery).



# AUTOSPORT INTERNATIONAL

14 - 17 JANUARY 2016

PRESENTED BY HAYMARKET EXHIBITIONS LIMITED



The new WEC Ford GT

As the year begins it brings the promise of a new start, and the Autosport Show is the start of the 2016 motor sport year in the UK. This years show seemed busier than ever, with various teams using the show to announce new drivers, sponsors and even cars ready for the new seasons action.

There were several major displays at the show and the central point was the Autosport Stage where celebrities were interviewed on all four days of the show. They also had three cars on the stand, in front of the stage. These included the new Ford GT which will be driven by Andy Priaulx and Marino

Franchitti in the World Endurance Championship, the WEC winning Porsche 919 from 2015 and Gordon Sheddens BTCC 2015

Championship winning Honda Civic. The high light for many is the modern F1 grid, where cars from the major teams are lined up on stage and fans can walk right around the cars, seeing these powerful beasts in close up detail.

Mercedes, Ferrari, Williams, Red Bull, Toro Rosso, McLaren and Lotus all had cars on the grid. The other major display this year was the Story of Williams F1 which saw the eight metre tall Williams Martini Racing hospitality centre located in the NEC with cars from



2015 McLaren Honda GP Car



Williams FW08



Williams Heritage, which traced the history of the Williams team. The Williams FW06 from 1978 was the teams single entry in the 1978 championship and the start of the display which also included the FW08 which won the drivers championship in 1982 at the hands of Keke Rosberg, Nigel Mansell's World Championship winning FW14B from 1992 and the FW18 which won 12 out of 16 races in 1996 to give Damon Hill the World Championship. The BMW powered FW25 that won Monaco in 2003 with Juan Pablo Montoya and the FW34 which won in Spain in 2012 with Pastor Maldonado were also part of the display along with the current 2015 car of Filipe Massa. The other car on the display was the Jaguar C-X75 which appears in the current James Bond movie Spectre, driven by the villain of the film, Hinx. The car was a joint development between Jaguar and Williams Advanced Engineering. To also fit in with this special

© Simon Wright

display, another Jaguar C-X75 and a Williams FW08 were both driven in the Live Arena show every day, and on the Sunday, current F1 driver Filipe Massa got to drive the Williams FW08.



Jaguar C-X75

## Radical RXC Spyder launch.

By Mick Herring.

Continuing Radical Sportscar's established trend of launching a new car every year at Autosport for as long as I can remember, this year is no exception.

Launching the new RXC Spyder, in the words of Radical, a new flagship racing car offering an experience closer to LMP competition than ever before. Equipped with a larger and more comprehensive cockpit than the current SR8 RX and sharing the latest generation technology with the RXC Coupe and also styling cues from that and the SR9 LMP2 car, including seven-speed paddle shift and variable assistance power steering. This modular composite concept offers a fresh contemporary appearance, distinguishing it and the Coupe from Radical's existing open-cockpit range. Whilst the larger platform permits the use of a 100 litre FIA fuel cell it is 100kgs lighter and with two engine options, offers a 100bhp gain in power. The RXC Spyder Turbo delivers a massive 600 bhp from its Ford EcoBoost 3.5 litre twin turbo

24 valve V6. The established and constantly evolving "motor bike V8" sings all the way to 10,000rpm for its 450bhp from 2.9 litres, offering a staggering 510bhp per tonne.

© Mick Herring



© Mick Herring





© Syd Wall

**Howard Davies announcing Vauxhall Motorsport's new drivers on their return to the British Rally Championship for 2016 with an Adam R2. By Syd Wall**

© Syd Wall



L to R Howard Davies, Simon Mauger team manager - Mattias Adielsson - Robert Duggan - Ari Vatanen

**Vauxhall Motorsport Junior Rally Team** have unveiled the winners of the prize that will see two drivers take part in the **2016 MSA British Rally Championship**.

At the 2016 Autosport International show, the team confirmed that Robert Duggan, Ireland's Billy Coleman Award Winner 2015, and

Mattias Adielsson, Swedish R2 Rally Champion 2014, will be piloting a pair of Vauxhall ADAM R2's in the DMACK Junior BRC class.



© Syd Wall

Not in the middle of the NEC but sitting in 'The Simulator' - 115kph flat in 2nd into The Dipper at Bathurst . All this gear installed and set up from £17,500. Every home should have one. By Syd Wall.



Robert Duggan and Mattias Adielsson



## Arrinera Hussarya GT Launch Autosport 2016

By Stuart Yates & David  
Goose - Motorsport  
Imagery.

On the opening day of Autosport International 2016 a new name to GT Racing from Poland unveiled their, and Polands first GT class racing car, the Arrinera Hussarya GT. The company, Arrinera Racing Ltd, have been developing the car for the last few years, as well as the GT class race car they are developing a road version for the supercar market. According to the official press release, the name derives from three words, arinzea (meaning "streamline" in basque), vero ("truly" in italian) and Hussarya (the historical Polish winged cavalry an icon of invinciblity). The cars aerodynamics biased towards the track rather than road

© Motorsport-imagery



performance feature the usual low full width splitter diffuser and flat floor. A pair of canards are mounted on the left and right front bodywork.



© Motorsport-imagery

The Hussarya GT in all her glory.

Apart from the usual rear wing, one of the cars most striking features is the centre mounted roof air scoop, vital to the engines intake system. Power wise the Arrinera car be supplied with 420BHP to 650BHP output from the V8 6.2 litre capacity engine and 580Nm to 810Nm of torque. Ohlins designed the push-rod type suspension specially for the Arrinera car using two triangular swingarms regulated by shock absorber springs.

With weight saving a priority during the design process, the car comes in at a very respectable 1250kg, the space frame being built to FIA homologation, and the body of the Hussarya GT is made from a carbon fibre-aluminium honeycomb composite. When will we see it on track ? According to Arrinera, they are planning to test the car's performance throughout 2016-17 by entering several GT4 races. Also being considered are entries in the 24h Series, Super Challenge Pirelli and the British GT Series. I for one hope the testing goes well and can't wait to see it in the British GT Championship.



© Motorsport-imagery

## HSCC Hit 50

The Historic Sports Car Club celebrated their 50th anniversary at Autosport International Show by winning the 'Best Historic motorsport stand' at the show. One side of the stand contained some cars that had competed in the first race meeting organised by the HSCC, 50 years ago at Castle Combe. On the Friday of the show, the club had various drivers and officials on the stand who have helped the club through the first 50 years as well as some of the people from that first

meeting at Castle Combe on the 14th May 1966. Seven drivers from that first race lined up for a photo behind a race winning Jaguar D Type, which was driven by Neil Corner to win the inaugural Griffiths Formula race, along with Penny Woodley who was the starter of that

Lotus Bristol Mk10

first race. The drivers were Chris Drewett, Geoff Thomas, Bernard Worth, Mike Ward, Philip Martino, Ivan Sharrock and Stephen Curtis.

The car that finished 2nd in that race was also present on the stand, the Lotus-Bristol Mk 10 that was driven by Chris Warwick-Drake.

As usual there was a large turnout of drivers to support the club, and the array of cars on display covered the majority of diverse racing categories which race under the HSCC banner.

© Janet Wright



© Simon Wright



McLaren M8 Can-Am car

© Simon Wright

# 50TH ANNIVERSARY



Behind the Jaguar D Type are L to R Chris Drewett in the pale blue jumper and tweed jacket, Geoff Thomas, Bernard Worth, Penny Woodley, Mike Ward, Philip Martino, Ivan Sharrock and Stephen Curtis

## Ginetta G57 Launch.

By Mick Herring.

The eagerly awaited Ginetta G57 sports car was officially launched on Thursday at the Autosport Show by Ginetta chairman Lawrence Tomlinson.

Developed from this year's class winning European Le Mans LMP3 design, the car features a new engine, transmission and a thirty per cent increase in aerodynamic downforce.

A 6.2 litre Chevrolet LS3 engine, re-worked in-house and bolted to an upgraded Xtrac sequential transmission, produces 570+ bhp and replaces the spec 420 bhp LMP3 Nissan engine.

Aimed at any open-regulation national sports car series, particularly in America, and the top end track day market, the car is expected to be four-five seconds per lap faster than the LMP3 version given its extra power and superior unrestricted aero package.

Lawrence Tomlinson was quick to point out, that at 900kg, the

© Mick Herring



circa 40 kilogram weight penalty it has over other cars is not significant and, he, himself having rolled cars over in the past, ranked the car's safety alongside that of Audi's but with a price of £200,000

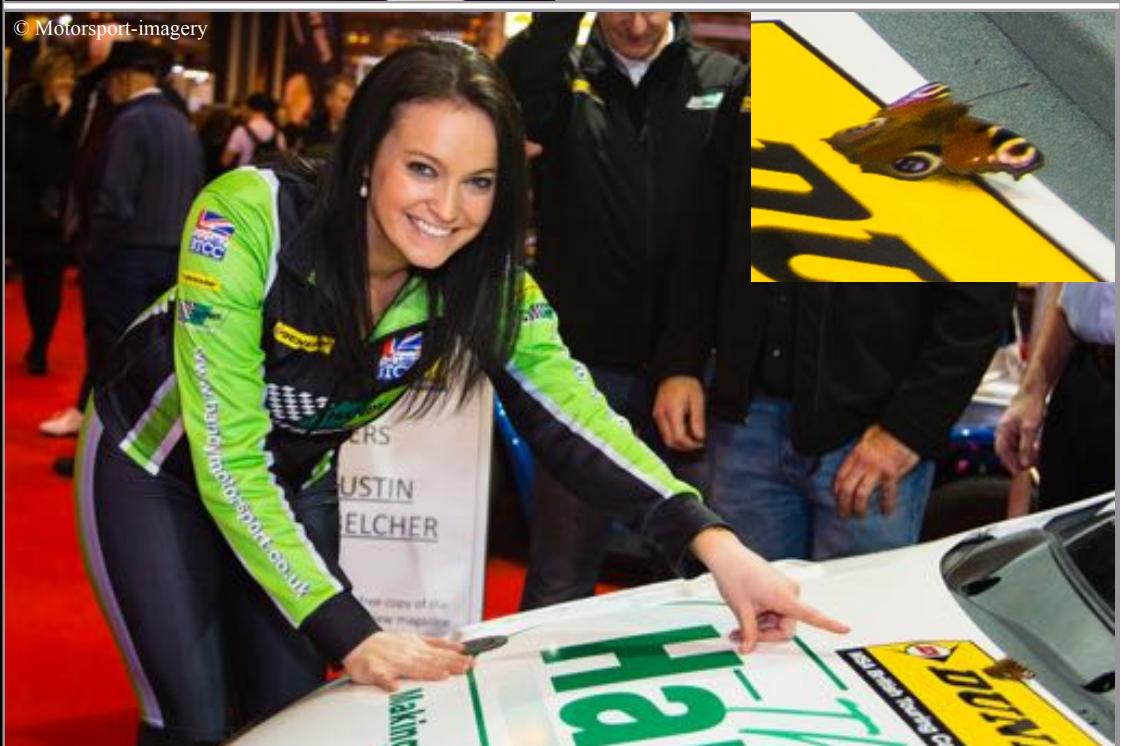
Jonny Adam, 2015 British GT Champion and winner of the prestigious Sunoco Whelen Challenge was on the Anglo-American Oil - Sunoco stand. His prize for winning the challenge is a fully paid drive in the 2016 Rolex 24 hours at Daytona, taking place at the end of January, with the Action Express run Whelen sponsored Chevrolet Corvette Daytona Prototype. Previous winners have included Phil Keen (2014 winner raced at Daytona in 2015) and Derek Johnston (who Jonny Adam will partner in British GT in 2016) both of whom went on to finish well inside the top ten. (MH)

© Mick Herring





Three times World Touring Car Champion Andy Priaulx was there with his 14 year old son, Sebastian, who will contest the 2016 KICK Start Energy Drink Ginetta Junior Championship and will become the fourth generation Priaulx racing driver. After a fourteen year association, Andy Priaulx has left BMW to join Ford in their FIA World Endurance Championship and return to Le Mans with the LM GTE class Ford GT. (By Mick Herring)



Beauty comes in many forms at the Autosport International. Here is an unusual visitor to the Simon Belcher Toyota Avensis stand



Andrew Jordan's new Ford Focus

The British Touring Car Championship (BTCC) is the premier series in British motorsport and their presence was felt all over the show. The large BTCC stand had 5 cars on display, while Gordon Sheddens' Championship winning Honda was on the main Autosport Stage display. Simon Belcher announced their tie up with Rob Austin for 2016 on their stand, driving Toyota Avensis. Aiden Moffet's Mercedes Benz was on the Laser Tools Racing

stand with Ian Cook the painter from PopBang Colour, while other cars were spread through the Hall



BTCC main stand



### Front-engined Kart, By Syd Wall.

BMR, the BTCC team which ran the VW Passat CCs in 2015 (and the team that's running Subaru Estates in 2016) are also kart builders. This year they are launching a front engined, front wheel drive kart.

Ordinary karts are great for kids before they graduate to single seaters but they are no good for budding touring car drivers in front wheel drive cars. So BMR have been working on this front engined, front wheel drive kart for the last two years, with BMR's BTCC driver, Aron Smith, doing the development work.

Currently 1 sec slower than equivalent rear drive kart in the dry and 1 sec faster in the wet round their test track - it weighs 30 pounds more than the rear engined kart and runs rear sized tyres on the front.

As I prepared to leave I saw 1981 World Rally Champion, four-time Dakar Rally winner and former elected member of the European Parliament, Finland's Ari Vatanen in deep conversation with M-Sport boss and fellow Ford Works driver Malcolm Wilson. Ari is still a photographers delight and happily poses for photos with the same ready smile he had the first time I saw him on the 1976 Tour of Britain.

He was also a rival for Max Mosley's job as FIA president but missed out to his former Peugeot boss Jean Todt. (By Mick Herring)



© Mick Herring



© Simon Wright

The major motor clubs all had displays showing cars from the various championships they run, including 750 Motorclub, BRSCC and BARC.



© Janet Wright



Toyota 94C-V



Porsche 956



The icon JPS Lotus 72 driven by Ronnie Peterson in 1973 to four GP victories

James Hunt made his F1 debut in the Surtees TS9 at the 1973 Race of Champions at Brands Hatch

## Classic Power - When we were Kings

Silverstone Classic had a major display at the Autosport International Show to high-light the blue ribband event of the classic motorsport year in the UK. The stand featured a mouth



McLaren M8C/D

watering display of cars including the icon JPS Lotus 72 and Surtees TS9 Grand Prix cars, the ultra successful 650 bhp Porsche 956 and fellow Group C 635 bhp Toyota 94C-V and a couple of powerful Can-Am cars which will celebrate the championships 50th anniversary with two

races at this years event at Silverstone in July. The 820 bhp March 717 and the 817 bhp McLaren M8C/D are both powered by the 8.8 litre Chevrolet V8 engine, and a full grid of these cars will certainly make the ground rumble.



March 717 Can-Am



© Simon Wright

Some of the British Women Racing Driver Club members with TV presenter Steve Ryder on their stand at the Racing car Show. This years Gold Star winners were rally driver Sara Williams (Elite Award) and Sprint racer Elen Worthington (Club Award). Both award winners got a range of prizes from club sponsors plus mentoring from an experienced club member in 2016.

Wales Rally GB had a large display of Rally cars, including the Subaru WRX STi of David Higgins and Craig Drew which won the Production class in last years Wales Rally GB, plus the R5 Fiesta of MSA English Rally Champion Rhys Yates. The ex Tony Pond 1986 MG Metro 6R4 was used to promote Rally day at Castle Combe in September.



© Janet Wright



© Simon Wright



Damon Hill opened the Show for the public and was very popular on the Autosport stage and signing autographs. He also spent some time on the Williams display and enjoyed meeting up with his 1996 Championship winning Williams FW18



© Simon Wright

The Motorsport industry is a massive global business and adds millions of pounds each year to the British economy. Lots of the countries universities now run motorsport engineering courses to train the next generation of engineers to lead the world. A lot of the universities were present at the show, with examples of cars and projects undertaken by students. The local Birmingham City University had their BCU Racing Aquila Synergy racing car on display. The Danish Aquila Racing Cars company worked in association with first year students to assemble the car and compete in a season of racing in the BRSCC Excool OSS Championship for sports prototypes.

## Oval racing and Festival Hall.

Thursday and Friday were trade days and Hall 9 was reserved for Engineering companies. For the public days it is turned in to a Festival zone and an additional Hall 10 was added for Oval racing cars to be displayed.

© Simon Wright



© Simon Wright



Glamour on the stage

Modified Wolseley 1500



© Simon Wright

### The First Hot Rod.

Built in 1963 by Doug Warner, this was the first Hot Rod. Based on a Fiat Topolino body and a bonnet from a pre-war Riley. It uses 1948 Morris Minor running gear, torsion bar front suspension, drum brakes, semi elliptic rear springs, Morris Minor rear axle with a locked diff.. It was also fitted with a fourth pedal for left foot braking. Originally fitted with a 1489cc Austin van engine, which was replaced with a Ford Cortina 1600 pre-crossflow engine in 1964. The Chassis tubing is Reynolds 531. Total cost of car £70. It was not quite what he had in mind for Stock car racing, but decided to include a modified formula as well as saloons and the car raced at the first ever race meeting at the Hednesford Hills Raceway. Doug won many races and even took the car to Wimbledon for the very first Speedworth meeting to include Hot Rods on the 9th November 1966. At the end of 1967 the modified class was finished and the car went in to storage until 2007, when the car was restored by Gordon Bland with the help of Mark Swinnerton. At 86 years old Doug got the chance to drive the car again at Hednesford and was still drifting the car through West Bend.





Autograss Fiat 126 with  
1.4 litre Vauxhall engine in rear



Legends



Pickup Truck racing



Nissan Skyline GTR



Stockcar racers



Nissan R32 GTR Group A Touring car



Junior Rallying Nissan Micra



Modified Mini



RallyCross Subaru impreza

# Live Action Arena

NEC, 14-17th January 2016  
By Simon Wright and Syd Wall



An additional attraction to the Racing car show was the Live Action Arena. The largest exhibition hall 5 is turned in to an oval race track and the public can pay to watch a one hour spectacular show with plenty of thrills and action. The high light this year was a demonstration run by the Williams FW08 Grand Prix car, which on Sunday was driven by current Williams Formula 1 driver Filipe Massa. Another interesting car was the Jaguar C-X75 which starred in the latest James Bond film Spectre. World Rallycross Champion Petter Solberg did some laps in his Citroen Xsara WRC Rally car, including standing on the roof while the car was moving. Terry Grant the stunt driver did a tyre smoking show including lapping the oval on two wheels in a Range Rover. There was



High speed Autotest demonstration



Brisca F1 Stock Cars - 4 Dan Johnson

racing action from BriSCA F1 and F2 stock cars, Autograss racers, including some fantastic rear engined Mini pickup trucks that did wheelies down the main straights, Drifting action with plenty of tyre smoke, Hot Rods, Auto grass specials, and a McLaren GT did a few laps, then demonstrated a high speed pit stop in front of the main Grandstand.



© Simon Wright

Class 7 Autograss Car C2 Craig Bagley  
2105 National Champ.

© Simon Wright



Terry Grants laps the oval on two wheels in a Range Rover.



Autograss Special Class 10 12F Carl Ray lifting a wheel while cornering



McLaren GT sounded fantastic round the hall. It demonstrated a four wheel tyre change pitstop in front of the main grandstand.

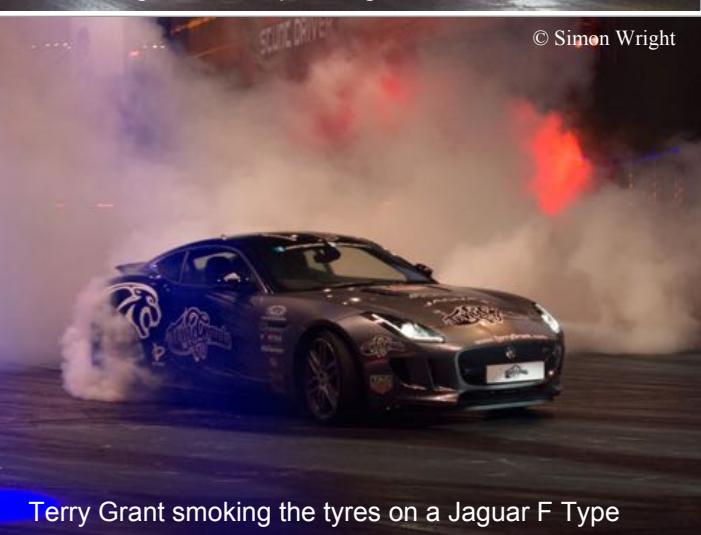


Petter Solberg waves to the crowd from the roof of his Citroen Xsara, whilst the car was still moving.



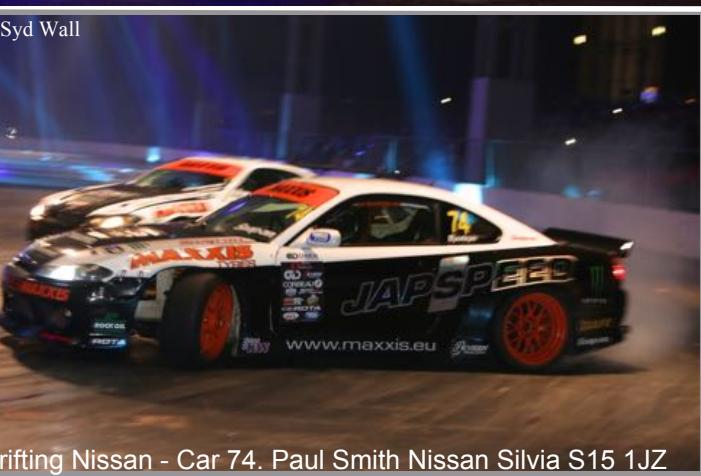
Jaguar C-X75 prowling the arena

© Simon Wright



Terry Grant smoking the tyres on a Jaguar F Type

© Syd Wall



Drifting Nissan - Car 74. Paul Smith Nissan Silvia S15 1JZ



Petter Solberg at speed in the Citroen Xsara WRC

© Simon Wright



Hot Rod Racing at its best

# The Performance Car Show,

NEC, 14-17th January 2016

By Simon & Janet Wright.



Porsche Club had an impressive line up

© Janet Wright

## THE EVOLUTION OF THE HOT HATCH



Top Hot Hatch - The Peugeot 205 GTi

© Janet Wright

The Performance Car Show presented by Landsail Tyres in association with Autocar and Pistonheads.com was a celebration of high performance road and track day cars. Run in conjunction with Autosport International, The Racing Car Show, this year the theme was Hot Hatch Nirvana which traced the rise of the performance Hatchback over the last 40 years. Over the previous 3 months, a global poll has determined what is the Worlds greatest Hot Hatch, and the show had a stunning Top 10 car display of the most voted for vehicles. The winner was the Peugeot 205 GTi 1.6, with the Lancia



© Janet Wright

Renault Megane

Delta HF in second place and the iconic Ford Escort RS Cosworth was in 3rd place. Ford also had the Focus RS Mk1 in the top 10. Renault had the Clio 182 Trophy, Clio Williams and the Renault 5 GT Turbo in the final, the VW Golf GTi Mk1 and Mk2 made the list along with the Honda Civic Type R EK9. On another stand there was another hot hatch display where journalists from Autocar and Pistonheads.com had chosen 10 iconic hatches that have defined the genre through the ages. These 10 included the 1974 Simca 1100 Ti (81 bhp), 1976 VW Golf Mk 1 1.8 (112 bhp), 1984 Peugeot 205 GTi 1.6 (113 bhp), 1998 Peugeot 306 Rallye (167 bhp), 2002 Mini Cooper S (163 bhp), 2004 Renault Clio Renaultsport 182 Trophy (176 bhp), 2008 Renault Renaultsport Megane F1 Team R 26,R (227 bhp), 2015 Fiat Abarth 695 Biposto (187bhp), 2016 Peugeot 308GTi 270 (266bhp) and the latest 2016 Ford Focus RS Mk3 (345 bhp) which is not even on

sale yet in the UK.

The Simca 1100 Ti started the hot hatch revolution, but was never sold in the UK in Ti form, which boasted 81 bhp, alloy wheels, a spoiler and extra



2016 Ford Focus RS Mk3



© Simon Wright

Peugeot 308 GTi 270, Simca 1100 Ti and Abarth 695

lights. French boy racers loved it!

However, the show was not just about hot hatchbacks. on the Autocar stand they had some of the greatest supercars currently available including the mighty new Aston Martin Vulcan. Costing a cool £1.6 million, this supercar has a 7 litre V12 twin turbo engine which produces 800 bhp through a six speed sequential gearbox, propelling the 1350 kg car from 0-60 mph in 2.9 seconds to a maximum speed of more than 200 mph. This is classified as a track only supercar and not suitable for the road.

© Simon Wright



Aston Martin Vulcan

The McLaren P1 on the same stand looked a bargain at around half the price of the Vulcan at £866,000, and this is a road legal car as well. Its 3.8 litre V8 twin turbo hybrid engine system produces 903 bhp through a 7 speed dual clutch automatic gearbox. This allows the 1395 kg projectile to do 0-62 mph in just 2.8 seconds through to a top speed of 217 mph, while still

© Simon Wright



McLaren P1

having an official fuel consumption figure of 34 mpg (Though obviously not at top speed!).

The new Ferrari 488 GTB by comparison is a real bargain priced supercar, costing just £183,974. Its 3.9 litre V8 twin turbocharged engine only produces 661 bhp through its 7 speed dual clutch automatic transmission, which means that with a heavier weight of 1475 kg, it takes 3 seconds to go from 0-62



Ferrari 488 GTB

© Janet Wright

mph and tops out at 205 mph, though its official fuel economy figure is lower than the McLaren at just 24.8 mpg on the combined cycle test. So for just a fraction of the price, it performs almost as well as the two other supercars on display.



© Janet Wright

Zenos E10R

Several new cars were announced at the show, and saw the public debut of the Zenos E10R, a road legal track day car that delivers 500 bhp/tonne. The E10R is the fastest Zenos to date. Another World wide launch was the new British Avatar, a mid engined sports car, powered by a 2 litre Ford Ecoboost engine. In the composite body which weighs just 700 kg car, which is



© Simon Wright

Avatar Roadster 250

lighter than the Lotus Elise, the car has a power to weight ratio of 333 bhp per tonne. There is also an option to have the 2.3 litre Ford Ecoboost engine fitted which produces 350 bhp. BAC Mono also announced their 2016 model which features an all new 2.5 litre Mountune 4 cylinder engine which produces 305 bhp, which in the 580 kg car gives a power to weight ratio of 526

© Janet Wright



BAC Mono

bhp per tonne.

Several of the major car clubs also had car displays in the Performance Car Show hall including the Ford RS Owners Club, Porsche Club and the BMW Car Club. The Ford RS Owners Club had an interesting selection of competition cars on display including a Team Span Ford Escort XR3 driven by Serge Damseaux plus a road going Ford RS200. The Porsche club had an impressive line up of Racing and road going Porsche 911 style cars, while the BMW Car Club had also concentrated on competition cars for display.



Ford Escort XR3



Terry Cree Rally BMW 2002 on the BMW Car Club Stand



Lotus 3-Eleven



© Simon Wright



© Simon Wright

**Polaris Slingshot.** Seen at the Performance Car Show, the Polaris Slingshot is technically a three wheeled motorcycle. Powered by a 2.4 litre DOHC engine and 5 speed manual transmission, including reverse. It has power steering, electronic stability control, ABS brakes and tilt steering.



3 views of the Polaris Slingshot 3 wheeler



Lamborghini



Keating Bolt



Liberty Walk modified Mini



BMW M3



WREX27 offroad vehicle



TVR Speed 12 Turbo



Nissan GT-R



Noble M600 Carbon Sport

# Coys Auction

Autosport International 16th January 2016.  
By Simon & Janet Wright



1958 Mercedes-Benz 220S Pontoon.  
Estimate of £35-£45,000



Best Seller.  
1974 Ferrari Dino 246 GT  
sold for £220,000

Coys, specialists in fine historic automobiles held their annual auction during Autosport International, the Racing Car Show, at the National Exhibition Centre on Saturday 16th January 2016. As usual for this event, there was a large collection of competition cars for auction as well as some splendid classic cars, including several unusual vehicles, including a Lamborghini tractor which sold for £7,000. At the time of going to press, all the results from the sale were not published, but if you are interested, the Coys web site will have details on-line soon at [www.coys.co.uk/autosport-international](http://www.coys.co.uk/autosport-international).  
Some of the high-lights of the sale

© Janet Wright

included a rare right hand drive Ferrari 246 GT Dino which sold for the highest price in the auction at £220,000 and there was a lot of bidding for a

stunning red Aston Martin DB2/4 Mk III, which they were tinkering with the engine still on the Friday, which finally sold for £160,000 which was £45,000 over its reserve price. There were several rally cars in the auction, including a 1985 Rothmans liveried MG Metro 6R4 which only reached £80,000, which was £5,000 below its reserve price. The 1982 ex-

Russell Brookes Vauxhall Chevette HSR DTV sold for £72,000 and an ex-works 1993 Ford Escort RS Cosworth in Marlboro colour scheme went for £45,000. Also in the competition cars, a 1960 Lotus 18 driven and signed by John Surtees sold for £42,000. The current boom in prices for Porsche continued at the NEC with a 1993 964 complete with X88 power upgrade selling for £160,000, but one buyer reckoned they got a bargain with



1958 Aston Martin DB2/4 Mk III  
sold for £160,000, over £45,000  
over estimate



1993 Ex Works Ford  
Escort Cosworth Sold for  
£45,000

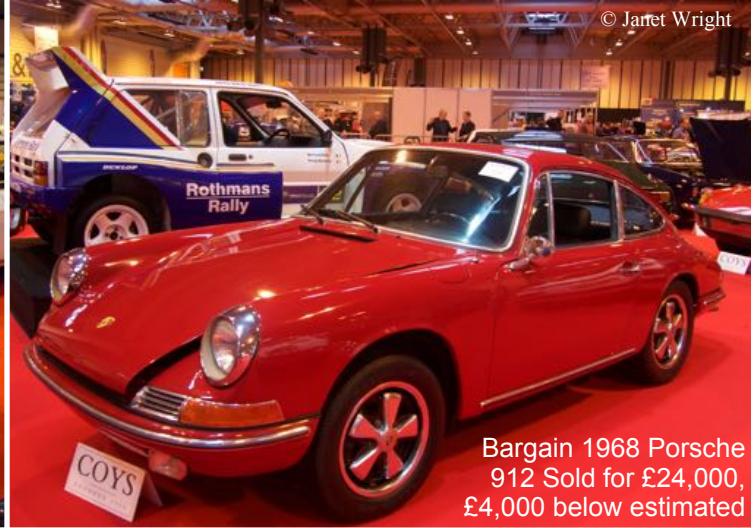
© Janet Wright



a 1968 Porsche 912 for £24,000 which was £4,000 below estimate.

Other interesting sales were a 1960 Mercedes 190 SL which sold for £85,000, an Aston Martin V8 sold for £85,000 while a 1984 barely used Lamborghini Diablo SV failed to meet its reserve price of £180,000.

An unusual car was the 1980 Formula Abarth single seater racing car, the last Abarth produced during the lifetime of Carlo Abarth. This class was won by former Grand Prix drivers Emanuele Pirro in 1980 and Alessandro Nannini who was champion in 1981.







Tim Bryan &amp; Stephen Laing

## British Motor Museum - The Collections Centre.

By Simon and Janet Wright and additional photos by Pete Austin.

The New British Motor Museum at Gaydon re-opens in time for half term on the 13th February after a two month closure to transform it from the Heritage Motor Centre. One of the exciting new additions to the museum is the Collections Centre which will house an extra 250 cars from the reserve collections of the British Motor

© Simon Wright

Industry Heritage Trust and the Jaguar Heritage Trust, and we had the chance to look round this new building before it opens on Saturday 13th February 2016. The Collections Centre is a separate building in front of the British Motor Museum, and admission to the museum allows a tour round the Collections. The building will house part of the Jaguar Heritage Trust Collection which moved from its former Browns Lane site a few years ago. This is currently



Workshop Bays will allow public to view restorations

situated on the Ground Floor of this purpose built two storey structure, and will allow visitors to

admire some of the greatest Jaguar and Daimler saloons and sports cars ever built. The Jaguar Heritage collection is so large that not all the vehicles will be on display at the same time, the display vehicles will be changed at various times during the year. When we looked around, the oldest car on display was a yellow 1907 Daimler TP 35 open tourer. It is powered by an 8.5 litre four cylinder engine. It is similar to

© Simon Wright



1907 Daimler TP 35



Jaguar XJ220

another 35 hp model which raced at Shelsley Walsh in 1905/6 by Ernest Instone, General Manager at Daimler. This stately vintage tourer is a vast contrast to the sleek and low Jaguar XJ220 supercar of which 275 were built between 1992 and 1994.

There were several film cars, including the Austin Powers union jack coloured Jaguar XK8 and the green Jaguar XKR from Die Another Day, which had more weapons under the body than

James Bond's Aston Martin Vanquish that it was up against! Jaguar also has a special place in motorsport history, and some of the



Jaguar XK8

greatest Jaguar racing cars in history are part of the display. One of the most distinctive, due to the eye catching white, yellow and purple Silk Cut colour scheme, is the Group C 1998 Le Mans winning Jaguar XJR-9. Also in the collection was one of the traditional British racing green TWR Jaguar XJS from the European Touring car championship, which Tom Walkinshaw won in 1984. At the front of the ground floor are a

© Pete Austin



Jaguar XJR-9

series of service ramps which have glass in front of them and a open balcony view above them. This is so visitors are able to

© Pete Austin



Workshop bays viewed from above

watch vehicles being restored and maintained for museum display.

The second floor has a vehicle ramp access from the museum perimeter road, so vehicles can be driven straight in to display. The second floor is to display vehicles from the British Motor Industry Heritage Trust collection. There is an impressive line up of Land Rovers and Range Rover models, many donated by Land Rover as first or last models of production runs. There was a Royal Land Rover with an open back section, modified to allow the monarch or VIP to stand and



British Motor Industry Heritage Trust Collection



Metro prototype with a boot



Royal Land Rover



1976 Leyland Marina SRV2



Prototype Triumph Dolomite with BMW Styling

wave to the crowd at events.

Amongst this selection of British motoring history were several very interesting prototypes of British Leyland cars that never made it to the production line. There was a Mini Metro with a boot, a 1976 Leyland Marina SRV 2 (Safety Research Vehicle) with a lowered leading edge to the bonnet, presumably to help force pedestrians to fall on to the bonnet in the case of impact, and a Triumph Dolomite with bodywork which made it look more like a BMW saloon.

It is not just prototypes that make this collection very special. There are lots of special cars and more mundane cars that all add to the variety of the display. One of the special cars is an Alvis Graber Super convertible, one of only 37 Graber models produced between 1955 and 1958. Coach-builders Graber of Switzerland produced some bodies on the Alvis TC21 running gear. At the time Alvis had been using bodies made by Mulliners, but in 1958 they were purchased by Standard Triumph. The other main body supplier to Alvis was Tickford and they were bought by David Brown to use with his Aston Martin company. So Alvis decided to produce the TC 108G with Graber of Switzerland. The car was powered by the Alvis straight 6 3 litre engine which produced 104 bhp fitted with twin SU Carburettors. The car had independent coil springs at the front and leaf spring suspension at the rear.

There were very British Leyland models including Maestro, Metro, Mini, Triumph, Rover, Jaguar, Morris and early Austin A35, Morris Minor and Mini Moke all represented. When opened in February, the Collections will add another interesting attraction to the British Motor Museum and will give an additional insight in to design areas that were investigated by British manufacturers and were never put in to



© Simon Wright

Rover prototype

production, as well as key cars from the British motor industry which show how far the industry progressed over the first 100 years.



© Simon Wright

Alvis Graber Super convertible



© Simon Wright

A huge line up of Land Rover models